

# **Hopewell Hamlet**

## **Pedestrian Plan**

Final Report

prepared by

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in association with

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April 2002

## Table of Contents

<u>Chapter</u>	<u>Title</u>	<u>Page</u>
CHAPTER ONE	INTRODUCTION .....	1
	1.1 Study Purpose and Overview .....	1
	1.2 Review of Existing Studies .....	2
	1.3 Public Outreach .....	5
CHAPTER TWO	EXISTING CONDITIONS .....	7
	2.1 Land Use .....	7
	2.2 Transportation Network .....	10
CHAPTER THREE	ISSUES, GOALS, AND OBJECTIVES	
	3.1 Identification of Pedestrian Issues .....	19
	3.2 Goals and Objectives .....	23
CHAPTER FOUR	ALTERNATIVES DEVELOPMENT AND EVALUATION ....	
	.....	24
	4.1 Alternative Options - Route 82 - Trink Lane to Route 376 .....	24
	4.2 Alternative Options - Route 82 and Route 376 Intersections .....	24
	4.3 Alternative Options - Creating Connections .....	24
	4.4 Alternatives Evaluation .....	30
CHAPTER FIVE	VISION .....	31
CHAPTER SIX	PEDESTRIAN PLAN .....	32
	6.1 Recommendations .....	32
	6.2 Typical Sections .....	33
CHAPTER SEVEN	IMPLEMENTATION .....	34
	7.1 Typical Unit Costs .....	34
	7.2 Pedestrian Plan Cost Estimates .....	34
	7.3 Implementation Responsibility .....	37
	7.4 Pedestrian Ordinance .....	37

<b>APPENDIX A</b>	<b>PUBLIC MEETING SUMMARIES</b>
<b>APPENDIX B</b>	<b>STAKEHOLDER MEETING SUMMARIES</b>
<b>APPENDIX C</b>	<b>COMPARISON OF ALTERNATIVE OPTIONS WITH OBJECTIVES</b>
<b>APPENDIX D</b>	<b>SAMPLE PEDESTRIAN ORDINANCE</b>

## List of Tables

<u>Table</u>	<u>Title</u>	<u>Page</u>
Table 1-1	Inventory of Reports Reviewed .....	2
Table 2-1	High Traffic Crash Locations - 1995-1998 .....	15
Table 2-2	Pedestrian Crashes .....	16
Table 4-1	Alternative Options - Route 82 - Trink Lane to Route 376 ..	25
Table 4-2	Alternative Options - Route 82 and Route 376 Intersections .	27
Table 4-3	Alternative Options - Creating Connections .....	28
Table 7-1	Typical Unit Costs .....	36
Table 7-2	Estimated Cost Totals .....	36
Table 7-3	Cost Estimates and Implementation Responsibility - Route 82 - Trink Lane to Route 376 .....	38
Table 7-4	Cost Estimates and Implementation Responsibility - Route 82 and Route 376 Intersections .....	42
Table 7-5	Cost Estimates and Implementation Responsibility - Creating Connections .....	43

## List of Figures

<u>Figure</u>	<u>Title</u>	<u>Follows Page</u>
Figure 1-1	Base Map .....	1
Figure 2-1	Land Use .....	7
Figure 2-2	Pedestrian Attractions .....	8
Figure 2-3	Bicycle and Pedestrian Facilities .....	10
Figure 2-4	Paved Shoulder Widths .....	12
Figure 2-5	Traffic Conditions .....	13
Figure 2-6	Transit Routes .....	13
Figure 2-7	Pedestrian Crash Locations .....	16
Figure 2-8	Programmed/Proposed Road Projects .....	16
Figure 5-1	Vision - Route 82 - Trinka Lane to Route 376 .....	31
Figure 5-2	Vision - Route 82 and Route 376 Intersections .....	31
Figure 5-3	Vision - Creating Connections South of Hamlet Center .....	31
Figure 6-1	Route 82 - Trinka Lane to Route 376 - Short Term Recommendations .....	32
Figure 6-2	Route 82 - Trinka Lane to Route 376 - Medium Term Recommendations .....	32
Figure 6-3	Route 82 - Trinka Lane to Route 376 - Long Term Recommendations .....	32
Figure 6-4	Route 82 and Route 376 Intersections - Short Term Recommendations .....	32
Figure 6-5	Route 82 and Route 376 Intersections - Medium Term Recommendation .....	32
Figure 6-6	Route 82 and Route 376 Intersections - Medium Term Recommendation .....	32
Figure 6-7	Creating Connections - Unity Street Area - Medium Term Recommendations .....	32
Figure 6-8	Creating Connections - Northeast of Hamlet Center - Medium Term Recommendations .....	32
Figure 6-9	Creating Connections - South of Hamlet Center - Medium Term Recommendations .....	32
Figure 6-10	Creating Connections - Northwest of Hamlet Center - Medium Term Recommendations .....	32
Figure 6-11	Creating Connections - Other - Medium Term Recommendations .....	32
Figure 6-12	Creating Connections - Long Term Recommendations .....	32

<b>Figure 6-13</b>	<b>Typical Sections - Route 82 from Trinkka Lane to Route 376 - Existing Condition &amp; Route 82 from Trinkka Lane to Route 376 - Sidewalks Both Sides .....</b>	<b>33</b>
<b>Figure 6-14</b>	<b>Typical Sections - Route 82 from Trinkka Lane to Route 376 - Sidewalk Adjacent to Storefront &amp; Route 82 from Trinkka Lane to Route 376 - Tree-lined Boulevard with Access Road - Half Section .....</b>	<b>33</b>
<b>Figure 6-15</b>	<b>Typical Section - Multiuse Path .....</b>	<b>33</b>
<b>Figure 6-16</b>	<b>Typical Sections - Paved Shoulders and Sidewalks Outside of Hamlet Center with Open and Closed Drainage .....</b>	<b>33</b>
<b>Figure 6-17</b>	<b>Typical Sections - Paved Shoulders Without Sidewalk &amp; Bridge with Shoulders and Sidewalk .....</b>	<b>33</b>

## CHAPTER ONE INTRODUCTION

### 1.1 Study Purpose and Overview

The purpose of this study is to develop a Hopewell Hamlet Pedestrian Plan, consisting of recommendations that will improve safety and accessibility for pedestrians and increase the vitality of the Town of East Fishkill's principal commercial area. The Draft East Fishkill Comprehensive Plan (February 2000), prepared by Buckhurst Fish and Jacquemart Inc., identifies Hopewell Hamlet as an area where "sidewalks can encourage safe pedestrian movement and increase the life and vibrancy of commercial areas"<sup>1</sup>. Working with the Town, the Poughkeepsie-Dutchess County Transportation Council (PDCTC) initiated this study to develop a pedestrian plan. The study will identify pedestrian improvement options that will add to the existing pedestrian facilities in Hopewell Hamlet and contribute to a "future vision...that foresees pedestrian oriented, mixed-use developments"<sup>2</sup>.

The Hopewell Hamlet Pedestrian Plan is a collaborative effort, with key involvement of PDCTC and the Town of East Fishkill. These parties, in addition to the consultant team, will be referred to as the project partners in this report and others. In addition, NYSDOT Region 8 played an important role in reviewing documents, attending meetings, and providing input.

Figure 1-1 shows the study area, including the road network, active and abandoned rail corridors, and major destinations.

The study consisted of five phases, as follows:

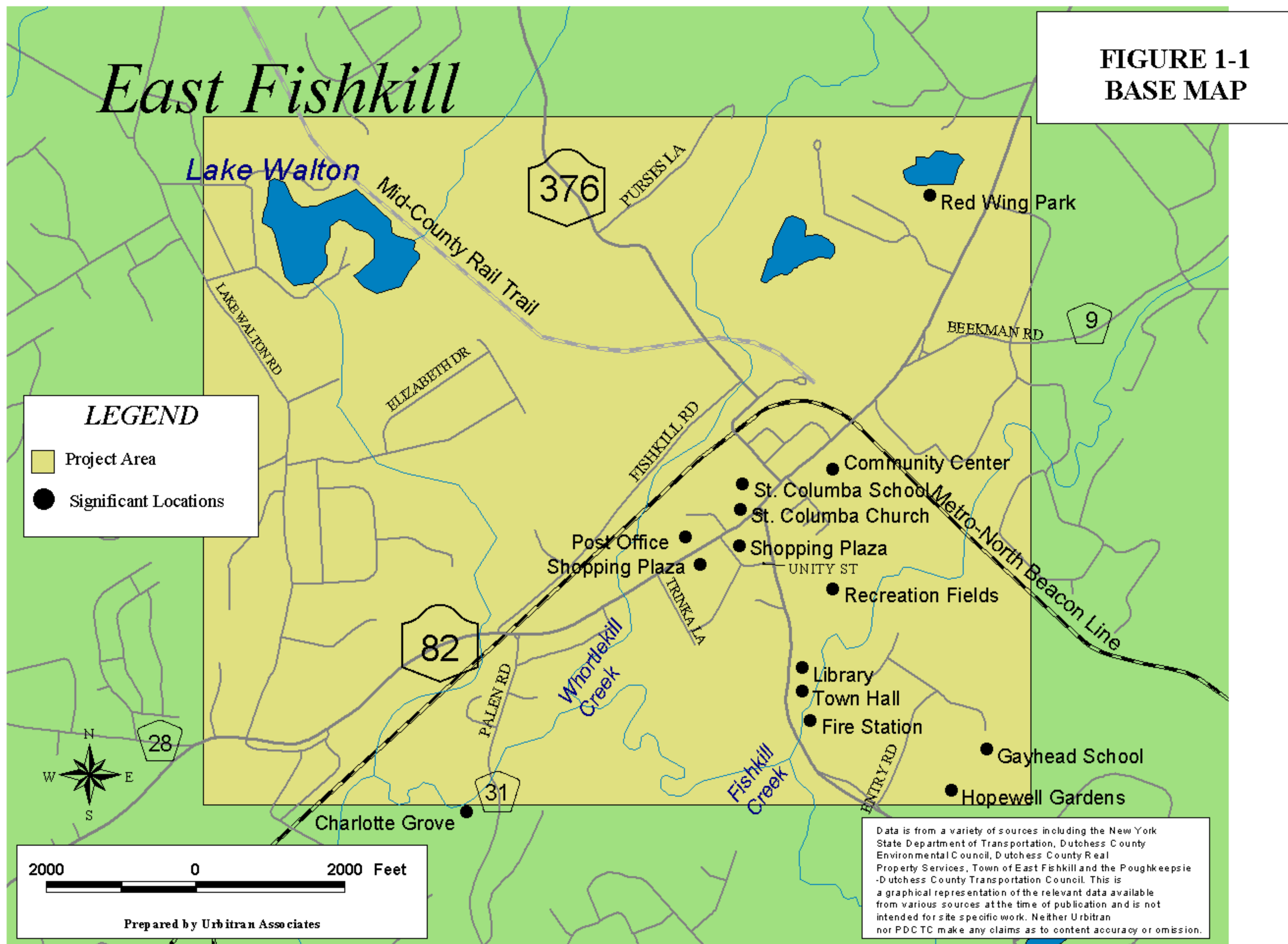
- , Phase 1: Start-up and Coordination with On-going Planning Efforts
- , Phase 2: Inventory and Reconnaissance
- , Phase 3: Public Outreach
- , Phase 4: Develop Alternatives
- , Phase 5: Improvement Plan Development and Refinement

Draft reports were produced for Phases 1, 2, and 4. Phase 3, *Public Outreach*, has been an integral part of all other phases in the study, and played an important role in the inventory of existing conditions, alternatives development, and the development of an improvement plan. Section 1.3 of this chapter

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<sup>1</sup>Town of East Fishkill, NY Comprehensive Plan (Draft), February 2000, Buckhurst Fish and Jacquemart Inc., p. 50.

<sup>2</sup>Ibid, p.50.





provides an overview of the public outreach component of the study. The final phase, *Improvement Plan Development and Refinement*, is presented in this final report, which also documents the previous phases.

## 1.2 Review of Existing Studies

The consultant reviewed a number of studies recently completed for the Town and the County that may be relevant to pedestrian issues. Table 1-1 is a comprehensive list of those studies.

**Table 1-1**  
**Hopewell Hamlet Pedestrian Plan**  
**Inventory of Reports Reviewed**

<b>Title</b>	<b>Date of Publication</b>	<b>Author</b>
<i>Transportation Plan Update</i>	July 1998	PDCTC
<i>Bicycle and Pedestrian Plan</i>	March 1996	PDCTC
<i>Major Projects Report</i>	February 2000	PDCTC
<i>Traffic Count Reports</i>	June 1997, July 1998, and June 1999	PDCTC
<i>Greenway Connections: Greenway Compact Program and Guides for Dutchess County Communities, Draft</i>	March 2000	Dutchess County Department of Planning and Development
<i>Town of East Fishkill Recreation Study</i>	May 1999	Buckhurst Fish and Jacquemart, Inc.
<i>Town of East Fishkill Comprehensive Plan, Draft</i>	February 2000	Buckhurst Fish and Jacquemart, Inc.
<i>Town of East Fishkill Traffic Circulation Plan</i>	March 2000	Buckhurst Fish and Jacquemart, Inc.

### , *PDCTC Transportation Plan Update*

This is the required twenty-year transportation plan for the PDCTC metropolitan area. It includes valuable background information on the region's demographics and travel patterns, identifies transportation issues and goals, and provides a financially constrained plan including short-term and

long-term recommendations. Along with valuable population and demographic data and projections for East Fishkill, one short-term roadway recommendation was made for the study area:

- Addition of 3 to 5 foot paved shoulders - CR 31 (Palen Road between Route 52 and Route 82); 2.1 miles

This plan refers the reader to the PDCTC Bicycle and Pedestrian Plan for specific recommendations concerning those modes.

, *PDCTC Bicycle and Pedestrian Plan*

This plan identifies issues and makes general and specific recommendations related to bicycle and pedestrian travel in the region. It also includes a regional bicycle network of proposed on-street facilities and rail-trails. Recommendations relevant to the present study include:

- Hopewell Hamlet is identified as a “pedestrian zone”, meaning that PDCTC believes it to be a good candidate for traffic calming and other pedestrian-friendly measures.
- It is recommended that the Maybrook Corridor, an abandoned rail corridor running from Hopewell Hamlet to Maybrook in Orange County, be considered for use as a bicycle and pedestrian trail on an interim basis.
- A number of roadways in the study area are included as part of the recommended bicycle network including Route 82, Route 376, CR 31 (Palen Road), and Lake Walton Road.

, *PDCTC Major Projects Report*

This document consists of a list of major residential and non-residential projects in Dutchess County. Projects within the study area include:

- Unity Plaza, 70,980 Sq. Ft. Retail, Route 82 and Unity Road
- Twin Creeks, 242 units Single Family Residential, Route 376 and Route 82

, *PDCTC Traffic Count Reports*

These reports document Average Annual Daily Traffic (AADT) and peak volumes at various sites on State, County and local roads in the region. Sites in and around the study area for which 1998 data is available are:

- Route 82 from Evie Circle to Fletcher Drive
- Route 82 from Arrowhead Road to CR 31
- Route 82 at Route 376 overlap
- Route 376 from Fishkill Road to Miller Road

, *Greenway Connections: Greenway Compact Program and Guides for Dutchess County Communities, Draft*

This report summarizes the Greenway Compact program, encompassing the Greenway Communities Council, which works with communities on local planning projects, and the Greenway Conservancy for the Hudson River Valley, which helps to implement specific projects that are linked by the Hudson River Valley trail system. It makes mention of the following potential greenway-related projects relevant to this study:

- Mid-County Rail Trail between Poughkeepsie and Hopewell Hamlet
- MTA Metro-North Beacon Line Feasibility Study

, *Town of East Fishkill Recreation Study*

This study inventories and describes the recreational facilities within the town, analyzes additional needs, and makes general recommendations. Recreational facilities within the study area that are described include:

- Hopewell Recreation Area
- Red Wing Park

Recommendations include continuing capital improvements of the existing Hopewell Recreation Area and acquiring lands within railroad rights-of-way as they become available for the purpose of developing greenways.

, *Town of East Fishkill Comprehensive Plan, Draft*

In addition to providing much general information about the Town's resources and characteristics, the Comprehensive Plan includes a section on transportation. The transportation section provides an overview of streets and highways in the town, including traffic volume and accident data by location. The accident data is from reports provided to the Dutchess County Traffic Safety Board by the East Fishkill Police Department, the New York State Police, and the Dutchess County Sheriff's Office. Roadway recommendations center on Hopewell Hamlet, with a recommendation

for north-south and east-west bypass roads to reduce congestion in the downtown area. A third road is recommended as a connector between Route 376 and Palen Road to the south of the Hamlet Center.

Also included is an inventory of transit routes and park and ride lots. The Town's rail network is represented as well, with a discussion of potential trail use on the Maybrook and MTA Metro-North Beacon Line corridors. The plan recommends that the town support a trail on the abandoned Maybrook Line as well as the Beacon Line continuing east of Hopewell Hamlet, provided that MTA Metro-North does not recommend regular freight or passenger service on it.

A sidewalk policy is described that recommends sidewalks in areas of mixed use such as Hopewell Hamlet. Specific sidewalk locations are left for the present study to recommend. The comprehensive plan supports the PDCTC bicycle network and recommended improvements. It also suggests bicycle parking facilities in Hopewell Hamlet.

#### *Town of East Fishkill Traffic Circulation Plan*

This plan is similar in content to the transportation chapter of the Town's Comprehensive Plan, with the major difference being that it goes into a greater level of detail. One additional recommendation for Hopewell Hamlet is a Route 82 service road. Conceptual improvements are illustrated, and include three pedestrian crossings in the Route 82 commercial area west of Route 376, and a service road on both sides of the roadway which would loop behind present development. Reducing curb cuts on Route 82 is also mentioned, but not specifically described.

### **1.3 Public Outreach**

The study was intended from the outset to rely upon a substantial public outreach component to reach both stakeholders and interested members of the general public within the Hopewell Hamlet community. It accomplished this through the following steps:

*Stakeholder Interviews*, to assist in the inventory of existing conditions and identify preliminary issues.

*Public Meeting #1*, introducing the study, reviewing study area conditions, and presenting potential pedestrian measures that might be applied to Hopewell Hamlet, with examples from other areas. Pedestrian issues relevant to Hopewell Hamlet were also discussed at this meeting, and the consultant team received a number of comments and suggestions from the public.

- , *Public Meeting #2*, presenting options that had been developed by the consultant team. Meeting participants were asked to comment upon the options, either verbally or on comment cards that were distributed.
- , *Public Meeting #3*, presenting the Draft Pedestrian Plan for Hopewell Hamlet, with opportunity for the meeting attendees to comment and ask questions.

Summaries from all stakeholder meetings and public meetings are provided in Appendices A and B. In addition to public outreach, the consultant team met often with PDCTC and Town of East Fishkill representatives throughout the study, and also met with NYSDOT Region 8 and the Town of East Fishkill's planning consultant at key junctures during the study.